aroused by Mr. John P. Holland's experiments with his submarine boat has called to the minds of Yale men a fact that is not generally known, but which is of official record—that the first ser-ious attempt in this line was the work of a Yale undergraduate. It was while a freshman at Yale, in the year 1774, that David Bushnell; an ingenious Connecticut boy, as pointed out in an article in this paper of June 18, conceived the idea of a submarine vessel as a dekept at the problem throughout the four years of his college course, and by the time of his graduation, in 1775, had made several successful trial trips with his American Turtle, as his peculiar contrivance was called. The plans of this vessel were carefully examined a few years and by Commander F. W. Barber, United States navy, whose conclusion was that "it seems to have been the most perfect thing of its kind that

clusion was that "it seems to have been the most perfect thing of its kind that has ever been constructed, either hefore or since the time of Bushneil." Bushneil invented not only the first submarine boat of which there is any intelligent record, but the first submarine boat of which there is any intelligent record, but the first susped as well. He discovered the principle of modern mining—that is, the utilization of the pressure of the water to develop the desirable intensity of action in as explosion near the vessel, to be destroyed. Furthermore, he was the first man to give the torpedo its modern name. All these triumphs he accomplished while an undergraduate student at Tale.

He gathered an assemblage of what he called "the first personages in Connecticut," to prove to them that this strange thing could be done. He first exploded two ounces of powder four feet under water, and later blew up a hogshead filled with stones, a wooden bottle, and a two-inch oak plank, greatily to the astonishment of his learned associates. After this preliminary display of what he could do, young Bushneil's theories were held in greater respect throughout the rest of his carned associates. After this preliminary display of what he could do, young Bushneil's theories were held in greater respect throughout the rest of his college course. He had one great idea, however, and this was the possibility of constructing a boat that could sail under the enemy's ship, attach, to it a magazine with a sufficient charge of powder to destroy the vessel and all its mente operator, meanwhile, getting safely away. He kept hard at work throughout his four undergraduate years, and by the time he was graduated had constructed such a machine and experimented with the most encouraging success.

He finished his vessel at an opportune time. He had its complicated mechanism complete and in fine running order when the Declaration of Independence was signed, and the war between England and America was under full way. He naturally had some difficulty in gaining a respectful hearing from the leading men on the colonial side. Although afterwards he was praised by Washington as "a man of great mechanical powers, fertile in inventions, and a master of execution," his first real encouragement came from another connecticut man, Israel Putnam. Bushnell explained his contrivance to Putnam, who, after carefully examining the vessel, was much struck with its ingenuity and its possibilities of success. He gave the young inventor full permission to go ahead, and declared his intention of being present at the first trial. He finished his vessel at an opportune

his intention of being present at the st trial.

At trial the occasion for this preliminary extrement was soon at hand. The movements of General Washington about ong Island had been accompanied by earrival of a large British fleet from allfax under Admiral Lord Howe, other of the commander of the Brith army. Putnam had been left with 100 men in New York, and sent for isshrell, inviting him to test his subarine boat against one of the enemy's lps. Bushnell was himself physically capacitated from managing his maine, for it required considerable ensith He had, however, taught his other its fine points, and the latter in any trials had demonstrated his skill, the critical time, however, the latter ill ill of a fever and a substitute had to found. Exca Lee, of Lyme, Conn.

berother of the commander of the Brittsh army, Putnam had been left with 4,000 men in New York, and sent for his army, Putnam had been left with 4,000 men in New York, and sent for his shadown within the beat significant one care the putnam had been been left with 4,000 men in New York, and sent for his shadown within the beat was allert preparation for the task authorized from managing his machine, for it required considerable strength. He had, however, taught his brother its fine points, and the latter in the brother its fine points, and the latter in the brother its fine points, and the latter in the brother its fine points, and the latter in the brother its fine points, and the latter in the brother its fine points, and the latter in the brother its fine points, and the latter in the brother its fine points, and the latter in the brother its fine points, and the latter in the brother its fine points, and the latter in the brother its fine points, and the latter in the brother its fine points, and the latter in the brother its fine points, and the latter in the brother in the brother its fine points, and the fine point several days teaching Lee the management of the boat—allogether too short a firm, as subsected a turtle, or rather two his points and the latter in the brother its fine points, and the fine point several days teaching Lee the management of the boat—allogether brother in the latter in the brother its and the point several days teaching Lee the management of the boat—allogether brother in the latter i last the operator thirty minutes was supplied before the trial began, after the exhaustion of which he was obliged to rise to the surface.

The question of light presented a still greater difficulty. A candle exhausting the air too rapidly, Bushnell was obliged to find some less embarrassing substitute. He finally noted the points of the compass by two pleeds of fox-fire wood chat is, wood that emitted a phosphoric light. The same method was used to determine the depth of the water. For this Bushnell constructed a peculiar contrivance, the secret of which is unknown, consisting of a glass tube, filled with water, in which a cork floated up and down. This cork was also covered with fox-fire, and by its rise and fall the operator could determine the depth to which his vessel was submerged. The boat was propelled back and fourth by a paddle in front, singled like the arm of a windmill. The operator turned this with a crank, which could go either forward or backwards, as he desired. It was precisely the same principle as the modern screw, with the exception that it was placed in the bow The question of light presented a still principle as the modern screw, with the exception that it was placed in the low facted of the stern of the boat. Another "oar," identically the same, was arranged at right angles with the first, by means of which the vessel could be guided up or down. The progress of the boat was necessarily slow, but it is said that a strong man, with a favorite tide and current, could propel it three knots on hour. The rudder, also turned by a

Munyon's Headache and Indigestion Cure

is the only remedy on the market that will cure every form of Headache in 3 to 10 minutes, correct Indigestion, stimulate the nerves and build up the system. It should be in every home and every traveler's gripsack. At all Druggista 25 cures, 25c.

crank, could be used for sculling when desired. In the bottom of the vessel were two large water tanks, into which the water was let by a spring. It was by this means that the boat made its descent. There were two pumps, which the operator worked with his feet, for the expulsion of the water when he desired to rise. In case these failed to work, the 200 pounds of lead on the bottom could be released, after which the raise was very sudden. The operator eat upright, with his head in the crown of the vessel, and by a dexterous use of his hands and feet, had little difficulty in completely mastering his bast. It required considerable practice, however, and unusual strength.

This was Bushnell's submarine boat, but it was only one feature of his invention. His other discovery, the torpedo, was ingenfously combined with his vessel. On the stern of the boat, just above the rudder, on the outside, was a large cask, made of two pieces of oak, carefully calked and tarred, and bound together with iron. The interior was dug out and contained a charge of provider. Within was a gun-lock, which was arranged to strike fire whenever a clockwork atachment ran down. The magazine was fastened to the bow by a screw, which could be unscrewed from within. It was contrived so that when the magazine should be disarranged from the vessel the clockwork should be set agoing. The clockwork ran down in about thirty minutes, when the gunlock went off and ignited the charge. A short cable attached the magazine to another screw into the bottom of a vessel and fill his own boat at the same time. From within the operator could fasten this screw into the bottom of a vessel and fill his own boat at the same time. He could therefore sail safely away, leaving the magazine attached to the bottom of the enemy's man-vi-war, and await developments.

leaving the magazine attached to the bottom of the enemy's man-uf-war, and await developments.

There was no evident reason why the attempt upon the Eagle should not have a satisfactory issue. Sergeant Lee was obliged to walt several nights for a favorable opportunity. Finally, at II o'clock one night in August, he embarked on his dangerous voyage. General Puinam was on the wharf when pushed off, and kept a constant watch throughout the next few hours. Lee was towed by whale-boats as near the ships as the carmen dared to go, and was then cast off. He discovered that it was too early to make the attempt. The tide was running strong, and, in splite of all that he could do, it carried him far beyond the ships. He rowed aimlessly around until the tide slowed up, when he made directly for the man-of-war. He drew so near under the stern of the ships that he could see the British sallors and hear their volces. At a favorable moment he let the water into the reservoir and sank. Everything up to this point worked splendidly. He had no difficulty in manning his boat under the water, and took up a favorable position directly under the keel of the man-of-war, near the stern. He at once proceeded to attach the screw to the bottom of the vessel, when he struck a formidable opposition. He had not figured on the copper with which the bottom of the ship was covered, and which resisted all his attempts to fasten the screw. At every attempt the boat rebounded from the vessel's bottom. Lee finally moved to another part of the ship, and in so doing lost his hold completely, and rose with tremendous velocity to the surface. He came within two or three feet of the man-of-war, upon whose destruction he had been bent—a rather uncomfortable circumstance, especially as it was nearly daylight. He at once, therefore, filled the reservoirs and sank again. As it would soon be morning, however, and as he had four miles to row, he decided to abandon alls attempt to blow up the man-of-war, and instead to look out for hits own safety. Buttish fr

The Menutals Chantangua.

The sixteenth annual session of this famous Chautauqua will be held August 4 to 28, 1898. It is the most superb and sensible summer resort in America, 2,800 feet above sea level on the line of the picturesque Baltimore & Ohio railroad. The climate and scenery and social surroundings are all that could be desired. 1900,000 have been spent in improvements. Mountain Lake Park is furnished with electric lights, and water works are now being put in. Five splendid hotels and two hundred and fifty cottages, many of which receive boarders, open their doors at reasonable rates to tourists. The charming lake furnishes excellent boating and fishing. The Chautauqua summer schools are in session for four weeks. They include thirty departments of important study under the care of enthusiastic and capable teachers out of the leading American colleges. The Chautauqua programme with three entertainments daily furnishes the best things in lectures, entertainments and music which genius can devise or monsy procure. The beautiful detailed illustrated programme can be secured by addressing the agent of the Baltimore & Ohio railroad, Mountain Lake Park, Maryland.

B. & O. Sanday Exemptions on Fourth pared with 160 a year ago. The contrast to could be dealired, and so, 200 have been spent in improvements. Mountain Lake Park is purplished with electric lights, and water works are now being put in. Five spiendid holds and buluth was as stricing are now being put in. Five spiendid holds are now being the spiendid holds are now seen and the foots at reasonable of the foots at reasonable of the foots at reasonable and the foots at the foots at reasonable and the foots at the foots at reasonable and the

The Sentures of the House and Stort

NEW YORK, July 27.-Money on call steady at 1%@1% per cent; last loan 1% per cent. Prime mercantile paper 340 4 per cent. Sterling exchange firmer, with actual business in bankers' bills at \$4.84@4.84% for demand and at \$4.83%@ 4 84 for 60 days. Posted rates \$4 84 46 4 85 and \$4 85@4 86%. Commercial bills \$4 82%. Silver certificates 58%@59%c. Bar eilver 58%c. Mexican dollars 45%c.

Nearly all the strength and activity in the day's stock market were confined to a rush to buy as a result of orders placed with commission houses this morning on the announcement that Spain had addressed the United States government with a request for peace. This early demand was fed quite freely by realizing sales which held prices back to within a small fraction above last night, and even dragged them below last night's level on active profit taking. But these offers to realize wer quite confidently and aggressively absorbed and the demand was still unsatisfied. The market was apparently embarked on a sustained upward movement when Sugar began to pause after an advance of nearly 2 points which resulted in disloding heavy covering orders. Very large blocks of the stock, many of them of 1,000 shares and upwards were taken on the advance. But after touching 141 support seemed to be withdrawn and a steady stream was poured upon the market for the rest of the day. Several times the price steadied and raillied only to make a renewed downward plunge, each successive decline disloding heavy stop loss orders. The price dropped over 4 points from the top and raillied only feelby at the close. The siump was accompanded by rumors of unloading for inside interests with a view to retirement. The demoralization in Sugar unsettled the whole list and put a etop to the upward movement for the rest of the day. The decline in the general market was desultory and was not accompanied by heavy offerings. It was very obvious, however, that professional traders realized to a large extent at the opening on the peace news and they probably viewed with complacency the subsequent reaction, offering opportunity to buy back stocks at a lower level. Declines from the best reached a point or over in most of the prominent stocks and no losses in some cases are as much as a point. The announcement during the day of the engagement of a small amount of gold in London for import had no effect. The transaction was respected in the gold import point. Sterling exchange in fact raillied ¼ per cent in the actual rate to-day. Cond

There was continued also demanded, new government is to-day when issued, very large individual blocks being taken above 104. United States new 4s c.up in advanced 1 per cent; do registered and the old 4s coupon ½, the 5s coupon ¼ and the 3s when issued ½ per cent in the

81	WILL THE OR HATCHEST CO.
äl	bld price.
9	The total sales of stocks to-day wer
e	Tile cottat search on an
а	344,000 shares.
űI	BONDS AND STOCK QUOTATIONS.
2.	BONDS AND DIGGE 4
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vanced to 45 271/2, asked at the close. Spirinber ribe brann unchanged at 55 521/2, and up to 45 51/45 571/2, feel off to 45 271/2, and closed at 55 371/2. Feel matter receipts to morrow—Wheat 150 cars; corn 600 cars; oats 210 cars; hoge 41,000 head. The leading tutures ranged as follows:

Articles.	Open.	High.	Low.	Close.
Vheat No. 2 July Hept. Dec.	70 65 65	71% 95% 65%	69 6414 64%	70 6436 64%
July	26%	20%	34	34
Sept	21%	20%	3376	34
Liec	21%	25	3476	3494
May	27	27%	3016	3094
July Sept	25% 20% 20%	25% 21% 23%	25% 25% 23% 23	267% 20% 23%
July	9 55	9 55	9 30	9 30
Sept	9 60	9 75	9 27½	9 37½
Sept	5 5712	5 57½	5 35	5 87%
Oct		5 60	5 40	5 40
Sept	5 52%	5 57½	5 35	5 8714
Oct	5 57%	5 60	5 371/4	5 40

Cash quotations were as follows: Flour quiet. Wheat—No. 3 spring 65@75c; No. 2 red

Wheat—No. 3 spring 65@75c; No. 2 red
70c.
Corp—No. 2 344@344c; No. 2 yellow
344@344c
Oats—No. 2 25@254c; No. 2 white 29@
294c; No. 3 white 27@25c.
Bys—No. 2 346c.
Barley—No. 2 31@35c.
Flaxseed—No. 1 32@45c.
Timothy sead—Prime 32 55.
Mess Pork—Per harrel 39 35@9 40.
Lard—Per 100 ths. 35 35@5 45.
Short Ribs—Sides (loose) 35 25@5 65;
dry saited shoulders (boxed) 44@5c;
short clear sides (boxed 55 75@5 90.
Butter—Firm; creameries 1546@174c;
dairies 12@15c.
Eggs—Easy; fresh 11c.
NEW YORK—Flour, receipts 26.400

Eggs—Easy; fresh 11c.

NEW YORK—Flour, recelpts 25,400
barrels; exports 2,700 barrels; again
weaker and offered at lower prices.

Wheat—Recelpts 164,600 bushels; exports 164,800 bushels; export grade to arrive; options were duß and generally
weak all day, and closed 161½c hetlower; No. 2 red-July closed at 74c; September closed at 69½c.

Corn—Recelpts 10,700 bushels; spot
weak; No. 2 89½c fo.b. afloat; options
quiet and closed 1½c net lower; July
closed at 27½c; September closed at
38%c.

Oats-Receipts 240,000 bushels; exports Oats—Receipts 240,000 bushels; exports 24,500 bushels; sales 60,000 bushels spot; spot quiet; No. 2 27½c; No. 2 white 31½ 672c; options dull and weak, closing at ½c net lower.

Hops steady, Lard weak; continent \$5.80. Cheese steady. Rice firm. Molarses steady.

Coffee, options opened steady and closed barely steady and unchanged to a points net higher; sales 26,750 bags. Sugar, raw firm; refined firm.

BATTIMORD—Flour dulk and easier;

Sugar, raw firm; refined firm.

BAL/TIMORD—Flour du% and easier; receipts 5,200 burrels; exports 150 barrels; sales 150 barrels. Wheat caster; spot and month 71½ (27c; August 705%) 70%c; receipts 143,100 bushels; exports 24,000 bushels. Corn quiet and lower; spot and month 334,925%c; August 38½ (335%c; receipts 23,500 bushels. Oats atrady; No. 2 wilnite 22@33c; No. 2 mixed 30921c; receipts 4,800 bushels. Butter, stock uncharged. Eggs firm and unchanged. Cheese steady and unchanged.

changed: Cheese steady and unchanged.
CINCINNATI—Flour quiet. Wheat
dull and lower; No. 2 red 67½\$68c. Corn
quiet; No. 2 mixed 384c. Oats steady;
No. 2 mixed 37c; new 2½c. Rye quiet;
No. 2 d2c. Lard easier at \$5 20. Bulkmeans quiet at \$5 60. Pacon steady at
\$5 60. Whisky strong at \$1 25. Butter
firm. Sugar quiet. Eggs quiet at 9c.
Cheese firm.

Live Stock.

CHICAGO—Cattle,prime declined 16c; choice steers \$5.25@5.75; medium \$4.80@4.95; beef steers \$4.25@4.75; stockers and feeders \$3.50@4.75; bulls \$3.00@4.02; cows and helfers \$3.00@4.00; calves \$3.50@4.76; bulls \$3.00@4.02; cows and helfers \$3.00@4.00; calves \$3.50@7.00. Hogs reduced fully 10c; fair to choice \$3.90@4.05; packers \$3.70@3.85%; butchers \$3.75@4.00; mixed \$3.70@3.85%; light \$3.65@3.97%; pigs \$2.90@3.80. Sheep about 10c higher; good to prime lambs \$6.90@6.25; common to good sheep \$3.00. \$6.50; natives \$4.80@5.00; rams \$2.00@5.50; head; hogs \$3.00. head; sheep 15.000 head; hogs \$3.000 head; sheep 15.000 head; hogs \$3.000 head; sheep 15.000 head; hogs \$3.000 head; pigs \$3.90@4.00; pigs \$3.90@4.10; roughs \$2.50@5.00; pigs \$3.90@4.15; roughs \$2.276@3.75; spring lambs \$4.00@5.50; veal calves \$6.50@7.00.

CINCINNATI—Hogs active at \$3.15@4.00; common to fair \$4.00@7.00.

CINCINNATI—Hogs active at \$3 15@

NEW YORK—Apathy still prevails in the local market for metals. At the close to-day the metal exchange called pig fron warrants dull at \$5 50 bid and \$6 65 asked; lake copper unchanged at \$11 50 bid. and the quiet at \$15 52½ bid and \$15 52½ asked; lead quiet at \$3 55 bid and \$45 65½ asked; lead quiet at \$3 55 bid and \$4 62½ asked; lead quiet at \$4 50 bid and \$4 62½ asked; The firm naming the settling price for leading western miners and smeiters quotes lead \$3 80.

Petroleum.

OIL CITY—Credit balances 96c; certificates, first bid, 94c for cash; highest 55%c; closed at 95%c bid; sales eleven cash at 95%c; total sales 19,000 barrels; shipments 118,557 barrels; runs 97,418

Drr Goods.

NEW YORK—There is no radical change in the market for cottons and woolens to-day. The former remains quiet. Print cloths are quiet and somewhat less firm. Extras are stiff quoted at 2c.

NEW YORK-Wool dull

BALTIMORE & OHIO BAILROAD.

Atlantic City and Seashore Excursion Thursday, July 28, at Greatly Reduced

The next popular seashore excursion

The next popular seashore excursion, via the Baltimore & Ohio railroad will be run Thursday, July 28, to Atlantic City, Cape May, Sea Isle City, Ocean City, M. Jand Ocean City, M. M. Tickets will be good twelve (-2) days, including day of sale.

Stop overs will be allowed on return trip at Philadelphia, Baltimore and Washington on tiskets sold to New Jersey reserts, and at Baltimore and Washington on tiskets sold to Ocean City, Md.

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G. V. KONCE. Secretary.

Lutherville, Md.

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AJAX TABLETS POSITIVELY CURE

LILL Nerroses Discover-Failing Memory, Inpolency, Elsephenson, etc., cassed by Abnes or other Excesses and Indirections, and I mail, in plain wrapper, upon receipt of price. Circular from A IAX DERGLIDY CO. 18 Dearborn St.,

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Drug Co. fell-thas

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no other, Send to, Stamps, for partiers
lars "Relief for Ladies," in 16 cerebral
mail. At Drugstut. CHICHESTER
CHEMICAL CO., Philadelphia, Fa.
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"PAN HANDLE ROUTE." LEAVE WHEELING 9:6 A. M. CITY
TIME DAILY EXCEPT SUNDAY.
APRIVE COLUMNATI. 2:16 p. m.
AFRIVE COLUMNATI. 2:16 p. m.
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AFRIVE TO THE TO THE

CHANGE.

OTHER TRAINS LEAVE WHEELING.
For Steubenville and Pittsburgh 7:25 a.
m. week days; for Pittsburgh 7:25 a.
m. week days; for Pittsburgh 7:25 a.
m. week days; for Pittsburgh Harrishart, Baltimore, Washington, Philadelphila-and-New York at 2:55 p. m. daily; for
Steubenville and Dennison at 2:35 p. m.
daily; for Pittsburgh at 7:00 p. m. week
days; for Columbus, Dayton, Cinclinnat,
Indianapolis and St. Louis at 9:30 p. m.
week days. City time
Parlor Car to Pittsburgh on 2:35 p. m. and
7 p. m. Trains.

Persons contemplating a trip will find
it profitable in pleasure and convenience
to communicate with the undersigned, who
will-make all necessary arrangements or
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On and after a saturally extends will run as follows, city times:

Leave Wheeling. Leave Elm Grove.

Tr'n T'mejr'n T'mejr'n T'me Tr'n T'me
No. a.m. No. p. m. No. a. m. No. p. m.
2. 18500 2. 4500 1. 18500 2. 4500
4. 18500 5. 6500 7. 19500 15. 6500
10. 105005. 1500 p. m. 11. 120 p. 850
p. m. 25 900 p. m. 11. 120 p. 850
p. m. 25 900 p. m. 11. 120
14. 12100 34. 10100 18. 12500 21. 1500
15. 12500 17. 2500
17. 2500
18. 18500 5. 18500 18. 1950 18. 1950
18. 18500 5. 18500 p. m. 11. 195

General Manager.

This Monongah Route is the Short Line between Fairmont and Cuarksburg. Quick Time-Fast Trains—Sure Connections. When traveling to or from Clarksburg or West Urginia & Pittsburgh railroad points, see that your tickets read via the Monongahela filver Railroad. Close connections at Fairmont with D. & O. trains and at Clarksburg with B. & O. and W., V. P. trains. Tickets via this route on sale at all H. & O. and W., V. & P. R. & sairbors.

HUGH G. BOWLES, Gen't. Supt.

RAILWAY TIME CARD

Arrival and departure of trains on masses after May 15, 1888. Explanation of Reference Maries. "Daily. (Daily. except Soundary. Daily. except Saturday. Daily. except Monday. Stundays only. "Eastern Standard Time.

Depart. B. & O. — Main Line East. Arrive."

12.25 am Wash. Bai. Phil. N.Y. "Eastern Standard Time.

12.25 am Wash. Bai. Phil. N.Y. "Eastern Standard Time."

13.50 am. Cumberland Accom. 11.20 pm 14.15 pm Grafton Accom. 11.20 pm 14.15 pm Grafton Accom. 11.20 pm 18.15 am. Washington City Ex. Villo pm Depart. B. & O. — Co. Div. West Arrive.

Bellaire,
Bellaire,
Mail, Express and Pass.
1:00 pm Express and Passenger
1:00 pm Mixed Freight and Pas.
1:20 pm



GAIN LINE EAST.

For Baitmore, Philadelphia and New York, 12:5 and 10:55 a. m. and 4:55 p. m. daily.

Cumberland Accommodation 7:00 a. m. daily, except Sunday.

Oration Accommodation, 4:45 p. m. daily.

From New York, Philadelphia and Baltimore, 5:20 a. m. daily.

Washington Express, 11:00 p. m. daily.

Cumberland Accommodation, 6:30 p. m. daily.

Gratton Accommodation, 10:10 a. m. daily.

TRANS-OHIO DIVISION.

Grafton Accommodation, 10:10 a. m. dally.
TRANS-OHIO DIVISION.
For Columbus and Officago, 7:25 a. m. and
3:25 p. m. dally.
Columbus and Cincinnati Express, 10:25
a. m. and 11:40 p. m. dally.
St. Chinrytile Accommodation, 10:25 a. m.
and 3:25 p. m. dally, except Sunday.
ARRIVE.
Chicago Express, 1:15 a. m. and 11:30 a.
m. dally.

m daily.
Cincinnati Express, 5:20 a. m. and 5:15 p.
m. daily.
Sandusky Mail, 5:15 p. m. daily.
St. Clairaville Accommodation, 11:50 a.
m. and 5:15 p. m. daily, except Sunday.
WHEELING & PITTSBURGH DIV. For Pittsburgh, 5:25 and 7:15 a. m. and 5:20 p. m. daily, and 1:15 p. daily, a

cept Sunday. , and 1:16 p. m. dally, ex-For Pittsburgh and the East, 5:25 a. m. and 5:20 p. m. dally. ARRIVE. From Pittsburgh, 10:20 a. m., 6:20 p. m. and 11:20 p. m., dally, 10:20 a. m., except Sunday.

Sunday.

T. C. BURKE,

Passenger and Ticket Agent, Wheeling.
W. M. GREENE, D. B. MARTIN,

General Manager,

Manager Passenger Traffic.

Baltimore.

OHIO RIVER 

Leave.
Wheeling
Moundsville
New Martinsville.
Sistersville
Williamstown
Parkersburg
Ravenswood
Mason City. 8:03 12:17 8:44 1:12 9:02 1:53 9:55 8:90 10:15 8:25 11:10 4:80 12:00 5:80 p. m. 12:28 6:21 Point Pleasant..... Point Pleasant...Lv Charleston .....Ar 12:05 17:10 5:07 9:25 Gallipolis ......A
Huntington ......

Via C, & O. Ry.
Lv. Huntington....
Ar, Charleston.... \*1:55 5:15 5:30 8:15 BCH

JOHN J. ARCHER, G. P. A. . THE . Cleveland, Lorain & Wheeling

BAILWAY COMPANY. Schedule in Effect May 15, 1888, Central Standard Time, ARRIVE.

Lorain Branch. Lorain
Elyria
Grafton
Lester
Main Line. 3:55 4:01 6 4:22 5 4:46 5 5:02 4 5:31 1 5:38 15 6:05 8:10 8:25

DEPART.

Main Line. a. m. a. m. p. m. p. m. Bellaire Beliaire
Hridgsport
Unricheville
New Philadespha
Canal Dover
Canal Dover
Missallon
Canal Fulton
Warwick
Sterling
Seville
Chippewa Lake
Medina
Lester | 8:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30 | 11:30

M. G. CARREL, G. P. A.